

Appln No. 10/031,756  
Reply to Office Action of April 14, 2004

**REMARKS**

**35 U.S.C. §112**

Claims 5 and 7-12 are rejected under 35 U.S.C. § 112, first paragraph, as being indefinite for failing to comply with the written description requirement. Claim 5 was amended to more clearly define the claimed invention, while claims 7-11 were canceled. Support for claim 12 can be found on page 5 of the specification, lines 16-20.

Claims 1-14 have been rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Claims 1, 6, and 13 have been amended in order to rectify the clarity and antecedent bases of the claims.

**35 U.S.C. § 103 (a)**

**Great Britain**

Claim 13 has been rejected under 35 U.S.C. § 103(a) as being unpatentable over Great Britain (GB 115945) in view of "Rubber Technology" (Rubber Technology and Manufacture: Tyre constructions) and "Elastomerics" (Elastomerics article: How technological Innovations Have Affected the Tire Industry's Structure"). This rejection is respectfully traversed for the following reasons. Claim 13 has been amended to state that the tread has a flattened profile. Great Britain discloses a tire having a non-flat tread profile. Further, the GB patent (115945) is dated 1918, and therefore discloses a passenger tire, because farm tires were not invented until 1934. Thus one skilled the art would not be motivated to utilize the teaching of an highly cambered passenger tire in designing a farm tire, because it would adversely impact the soil. For the foregoing reasons, Applicant respectfully requests that this rejection be withdrawn.

**Brunner**

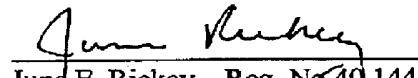
Claims 1-3, 5-9 and 11-14 have been rejected under 35 U.S.C. 103(a) as being unpatentable over Brunner (U.S. 2,340,258) in view of French and Great Britain and

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optionally at least one of Swiss and Walker (US 5,533,793). This rejection is respectfully traversed for the following reasons. Brunner teaches a farm tire, and states that it is the object of the invention to provide a tire with an outer tread portion having a total width which is substantially that of the rim upon which it is mounted, the tire having sidewalls which extend substantially radially so as to carry to a great extent the vertical load on the tire. See Col. 1, ¶ 5. Thus, one skilled in the art would not be motivated to make the tread width greater than the section width of the tire, because it would be in contradiction to the object or main purpose of the invention. Further, one skilled in the art would not be motivated to combine Brunner with the teachings of Great Britain, since the tire is a highly cambered passenger tire, and does not have a flattened tread profile. For the foregoing reasons, it is respectfully requested that the rejection be withdrawn.

In light of this amendment, all of the claims now pending in the subject patent application are allowable. Thus, the Examiner is respectfully requested to allow all pending claims.

Respectfully submitted,

  
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